

# Read this before you vote!

## COUNTY UNIT

### What It Is.

What is known as the Full County Unit Local Option law is a law permitting an entire county to vote as a single unit on the question of dram shops not oftener than once in four years. Under the old local option law in operation since June, 1887, cities of 2,500 or more were compelled to vote separately from the county in which they were located. This resulted in a number of cities retaining dram shops, while the counties in which they were located voted against dram shops. The new law passed by the last legislature will remedy this by making the majority vote in the entire county the deciding factor.

### The Referendum

This bill was made a strong issue throughout the state during the political campaign by which legislative candidates were elected or defeated. During the legislative session while the bill was pending many thousands of letters, telegrams, petitions and resolutions from every county of the state were received by legislative members appealing for their support of county unit. After a clean but terrific battle with the liquor forces the bill was passed by a vote of 90 to 45 in the house and 20 to 12 in the senate, and it was promptly signed by the Governor. Notwithstanding the fact that Missouri had spoken in such decisive and unmistakable terms demanding this law, the brewers and saloon keepers have "defied the lightning" by invoking the referendum, thus delaying the operation of the law until it could be affirmed by a majority of the voters at the general election next November.

### Sustain Legislature.

A YES vote for the County Unit Law is not only a "dry" vote, but it is also an expression of what the voter thinks of a little bunch of people of any class getting together and sending their paid agents out to get names in any manner they see fit to hold up a law and place the will of the people as expressed in acts of the legislature on the same plane as the smallest child's play.

### How to Vote.

The County Unit will be Number 10 in the list of amendments. Before it will be the words "yes" and "no." Vote dry by scratching out "NO."

(Adv.)

### Manzel.

Drop me a card and I will send you literature telling all about the Manzel engine driving auto tire pump. This pump has a safety valve and there is no danger of putting too much air in the tire.

R. M. O'DONNELL.  
Levasy, Mo.

### Democratic Speaking.

Speaking dates have been arranged for by the Democratic Central Committee as follows:

Friday, Oct. 30th, 7:30 p. m., Chihuahua School House, Chas. A. Keith.

Saturday, Oct. 31st, 10:00 a. m., Wellington, Jno. P. Gordon.

Saturday, Oct. 31st, 2:30 p. m., Odessa, Mayor Henry Jost and Jno. P. Gordon.

Saturday, Oct. 31st, 7:30 p. m., Mayview, Jno. P. Gordon.

Saturday, Oct. 31st, 7:30 p. m., Lexington, Senator Jas. A. Reed.

Monday, Nov. 2nd, 10:00 a. m., Dover, Jno. P. Gordon.

Monday, Nov. 2nd, 2:30 p. m., Waverly, Jno. P. Gordon.

Monday, Nov. 2nd, 7:30 p. m., Corder, Jno. P. Gordon.

By order of Democratic Central Committee.

H. C. Chiles, Chairman.  
H. C. Rogers, Secretary.

Mrs. P.

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The 9th proposition on your ballot, next Tuesday, will ask you to vote for or against a law to compel the railroads of Missouri to employ an extra, and wholly unnecessary, trainman on every freight train of 40 cars or over, and on every passenger train of 6 cars or over.

Every fair minded voter is entitled to know the facts, in order that he may vote intelligently on this proposition.

The ostensible object of this law is to place an extra guard around the lives of the trainmen. The real object is to force the railroads to employ about 500 extra, and wholly unnecessary men.

### How trains are now manned

At present, local and through freight trains are manned by an engineer, a fireman, a conductor and two trainmen, or brakemen, as they are generally mis-named. One of these so-called brakemen is usually stationed towards the front of the train—the other towards the rear. In cases of unscheduled stops, one of these men goes forward, ahead of the train, to flag any approaching train—the other goes to the rear for the same purpose. What would a third one do?

### Trains are controlled by air brakes regardless of length

None of these brakemen applies brakes on a moving train. Every train is controlled by air brakes, operated from both the engine and the caboose, regardless of the length of the train, or the number of cars.

On passenger trains, the air brakes can be controlled from any car, and every car has a signal cord direct to the engine. What possible service could an extra trainman perform on a passenger train?

### Not needed to relay signals

It is claimed that an extra trainman on a freight train of over 40 cars is necessary to relay signals to the engineer. Such is not the case.

### Extra man wouldn't prevent accidents

It is claimed that an extra man would enable the trainmen to discover causes of accidents in time to prevent them. If such were the case the railroads would, long ago, have employed this extra man, as it would be far cheaper to do this than to pay for accidents.

It is not even claimed that an extra trainman would detect causes of accidents on a passenger train, in time to prevent them, yet, under this law, every passenger train of 6 cars or over is classed with a freight of over 40 cars, and compelled to carry an extra man for whom it is not even claimed that there is any need.

### 74% of accidents due to employee's own carelessness

Supporters of the law would have you believe that trainmen are ruthlessly killed or wounded, in Missouri, every few minutes, an exaggeration appalling in the magnitude of its misrepresentation. That trainmen are sometimes injured, and even a few of them are killed, is a source of great regret to the railroads, who are spending thousands upon thousands of dollars in Safety First work, to teach the trainmen to be careful. If the railroads could eliminate the accidents caused by the employee's own carelessness, 74% of the accidents to all trains, employees and passengers, would be avoided.

### Fewer accidents on long trains

Supporters of the law would also have you believe that many accidents are due to the extra length of the trains, whereas, from all statistics available, there have actually been less accidents on trains of over 40 cars than there have been on trains of less than 40.

While the railroads do not claim that long trains are safer than short ones, the facts certainly sustain the claim that they are equally safe.

### Public Service Commission has power to decide this question

If there is any need for these extra trainmen the Public Service Commission has full power to require the roads to employ them, whenever and wherever the Commission thinks they are necessary. Why then should a law be passed, over-riding the authority of this Commission, which is being paid by the State to regulate just such matters? The answer is plain—the Commission is composed of fair-minded men, who have good judgment, and they have not thought that the extra trainmen are necessary.

### Similar law defeated in other states

Similar laws have been proposed in other states, but they have been defeated. Governors Foss of Massachusetts, Hughes and Dix of New York, Harmon of Ohio, and Cruce of Oklahoma have all vetoed similar laws as either unfair or unnecessary, and the legislatures of Texas and Louisiana have refused to pass such laws.

### Would add \$500,000 a year to railroad expenses

To pass such a law in Missouri would add an unnecessary burden of half a million dollars a year to the already over-burdened railroads, without accomplishing any good except to 500 men, who would secure desirable jobs and render no valuable service in return for their pay.

### The public would have to pay it

Since it is inevitable that the railroads must receive additional revenue, or go into bankruptcy, then it must be plain that this added burden, if voted, must finally fall on the general public.

If you were asked to vote an appropriation to support in idleness, or in useless labor, some 500 able-bodied men, your vote would be overwhelmingly NO. Gentlemen, that is proposition No. 9. Will you scratch YES and vote NO?

### Corder News.

Mr. and Mrs. G. Greenway were Kansas City visitors Tuesday.

J. Blase and daughters, Misses Elmira and Bernice, were passengers to Kansas City Saturday.

Mrs. K. P. Kramer and two sons visited in Higginsville Saturday.

Mrs. Maggie Jackson and her daughter, Miss Nadine, visited in Higginsville Sunday.

The W. C. T. U. had a call meeting Tuesday.

The Y. P. B. met Tuesday evening at the Christian church.

About thirty young people surprised Joe Greer Monday, it being his birthday. A delightful time was reported by all who

were present.

Miss Florence Hitt returned Sunday from a visit in Lexington.

Concordia High School played the Corder High School here Saturday, winning by the score of 34 to 18.

L. P. Kramer and H. Holscher were Sunday evening visitors in Concordia.

J. Daughterty and family moved to Windsor Monday.

Mrs. J. R. Hedges visited in Mayview Saturday.

The revival meeting which is being held at the Baptist church by Rev. Oliver Reed of Quincy, Illinois, is progressing nicely.

Mr. and Mrs. Goodrich of Arizona are visiting relatives here this week.

Miss Ruth Ferguson visited in Odessa the last of the week.

Mrs. Oscar Andreen and daughter, Miss Rachel, went to Kansas City yesterday for a few days' visit.

### Waverly Notes.

Geo. Gordon and family were in Marshall Monday.

Thornton Gordon spent a part of last week in Lexington.

N. M. Houx of Lexington transacted business here Friday.

Glenn Jones and wife attended the carnival at Lexington last week.

Miss Marguerite Landrum returned Monday from a several weeks' stay in Chicago.

Miss Florence Cauthorne visited friends in Kansas City last week.

Ed Duffey returned Friday from a trip through Wyoming and Montana.

Mrs. Fred Bray went to Lexington Friday to spend a few days.

Barid Rand and Trevor Meredith were Lexington visitors Thursday evening.

Mrs. Jane Norville, who has been visiting relatives in Bristol, Tenn., for several weeks, returned home Friday.

Mrs. Henry Bunch and little

son, George, spent Tuesday in Marshall.

Miss Birdie Thogmorton, who is attending Central College at Lexington, spent Sunday and Monday with her parents, Rev. and Mrs. J. R. Thogmorton.

Misses Mary Etta and Jennie Fell left Saturday for Billings, Montana, to spend several months with their sister, Mrs. Arthur Gallagher.

Mrs. Clifford Landrum of St. Louis arrived Monday to spend a few weeks with her sister, Mrs. G. A. Kelling.

Mary, the little daughter of Mr. and Mrs. Logan Callaway, is very ill with typhoid fever.

Charles Pettie and daughter, Miss Edna, were in Marshall Tuesday.

Mrs. J. J. Robertson of Mt. Leonard, was the guest of Mrs. T. R. Landrum last week.

Mrs. Fred Bray and Mrs. Rolla Jones attended the Horse Show at Kansas City last week.

Mrs. Lee Holtzclav returned to her home in Nebraska Tuesday after a short visit with her parents, Mr. and Mrs. Henry Burnette.

Mrs. T. R. Landrum, Mrs. J. J. Robertson, Miss Zelda Master-son and Clayt Landrum attended the show at Lexington last Tuesday evening.

### A Southern Moth Injures Missouri Fruit.

Ripening peaches, tomatoes and other fruits are being attacked in various parts of Missouri by a small, brownish moth. This moth is the parent of a caterpillar, which is one of the most destructive pests the cotton grower in the Southern States has to deal with during summer. The worm is known as the "Cotton Army Worm." At this season of the year this pest is largely in the adult moth condition and these moths migrate northward in enormous swarms, settling in orchards, in gardens and even in the cities where they attack growing fruit

ket. This particular moth has rudiments of jaws by means of which it can break the skin of fruits, and then by means of its sucking tube, it extracts juice from the fruit, causing a bruised depression to form which later decays and destroys the fruit completely.

The moth is about the size of our native army worm moth and similar in color. It is readily attracted to light.

According to the Missouri College of Agriculture there is no practical method of protecting fruit from these moths in the orchard. It is impossible to apply any spray which will save the fruit. By placing a bright light over a pan of oil near the trees on which the fruit is ripening, many of these moths will be destroyed before they attack the fruit. The jarring of the trees to drive them away helps to some extent, if done during the late afternoon and evening.

Missouri farmers and fruit growers will confer a favor by reporting the presence of this pest to the Missouri College of Agriculture, Columbia, Missouri.

### German Officer's Threat to England.

In the November American Magazine Will Irwin, who went to Europe as special war correspondent for that publication, describes the German invasion of Belgium, much of which he witnessed. Recounting a conversation that he and others had with a German officer he says:

"When we asked him what Germany was going to do with Belgium, he said:

"Keep it, I suppose—then we'll be near England, and you'll see what we'll do to that horrible country!"

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